GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

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PATHANS FROM AFGHANISTAN HAVE POPULATED PARTS OF NORTHWEST INDIA (see Bulletin No. 1)

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Note to Teachers: Because so many schools and public libraries preserve copies of the Geographic News Bulletins, teachers will find the INDEX to Volume VI, contained in this issue, of value. The INDEX covers 30 issues from February 28, 1927, through the current number. An application blank which teachers may use in applying for the bulletins follows Bulletin No. 2.

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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New Airplane Route Penetrates to the Isolated Capital of Afghanistan

BY THE time the Amir of Afghanistan and his wife return from their tour of Europe, airplane service from the Russian border will have connected the Amir's isolated capital with the world.

Kabul, the capital of Afghanistan, was not planned to be inaccessible, like Katmandu in Nepal, nor is it forbidden like Lhasa in Tibet. Pianolas and phonographs give the ear an inkling of the home life of Afghanistan's capital, a home life which is screened from the eye by interminable mud walls. The extent of an Afghan's walls is the measure of his social station. The more prosperous he is the more wives he can afford; and the more wives he has the more walls he will need to guard them from the eyes of his neighbors.

Automobiles and even motorcycles, jockey camels and elephants on thoroughfares that are wide enough, telephone lines and electric lights add a touch of the modern. The predecessor of the present Amir had more than a hundred wives; the present ruler has one wife and half a hundred automobiles. When a western idea hits Kabul the impact often seems exaggerated. The story is told of one wealthy Kabulian who would have nothing less than a grand piano, which arrived minus a stool, so the purchaser had its legs cut off so he might play it while sitting on the floor in his accustomed cross-legged position.

Then, too, there are in Kabul machine shops, munitions works and factories for making soap and shoes and cloth, all built up under English supervision. Its tanneries, established through the cooperation of British experts, are sources of especial pride.

Afghans Keep Civilization at Arm's Length

The key to Kabul is the "splendid isolation" policy of Afghanistan's amirs. The Afghan is shrewd. He takes what he wants of civilization but keeps civilization at arm's length. He is a fervent Mohammedan, but realizes that there are more things in the world than Mohammed dreamed of. The Amir Habibullah summed up the Afghan philosophy of recent years when he proclaimed, "Knowing the Koran, you may learn what else you choose."

One political result of this policy was that Kabul, until 1922, had the one absolute reigning monarch whose word was unquestioned law among some 7,000,000 people. It is a tribute to the enlightenment, rather than to the curtailed powers of the present ruler, that men no longer are tied to the muzzle of cannon nor have their tongues cut out. There frequently was more irony than cruelty in Afghan punishments. One Amir of not so many years ago ordered three fingers cut off the hand of a man who had stolen three coins from a blind beggar. Upon another occasion he ordered that a baker, who was repeatedly guilty of selling short-weight loaves, be roasted alive in his own oven because there was so much spare room there. Yet the Afghan holds all life sacred to the extent that he will remove a flea from his person instead of killing it. A "swat the fly" campaign in Kabul would be impossible.

The absolute authority of the Amir often had a ridiculous side. One official English resident tells how an Amir was informed one day that the government warehouses were overstocked with astrakhan pelts. The ruler thought a bit

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Photograph by U. S. Army Air Service

THE FAMOUS ARCH OF TRIUMPH IN PARIS BENEATH WHICH IS THE TOMB OF FRANCE'S UNKNOWN SOLDIER

Travel by airplane has become increasingly popular in Europe. The extensive views to be seen from the air constitute one advantage of aerial travel. Shortly after the World War, a French flying ace flew a pursuit plane through this archway at a speed of 140 miles an hour. The clearance between his wing tips and the sides of the arch was less than six feet on either side (see Bulletin No. 2).

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Getting Acquainted with French Trains

"PULLMAN" service and dining car service in France is different from Pullman service in the United States, as thousands of "first time over" tourists will discover this spring.

With baggage in place, the tourist, whether he lands at Cherbourg or Le Havre, will find it worth while to saunter along outside the Paris boat-train until the odor of cooking food and a sign "Wagon Restaurant" on a car side tells the location of the dining car. Near the steps the tourist will probably find an official busily tearing colored tickets from a pad and passing them to fellow travelers. The latter are making their seat reservations for luncheon, a custom which one soon wishes might be introduced into America.

Steps to Passenger Coaches Challenge Athletes

In Europe there are no long lines of hungry passengers blocking dining-car corridors while they watch the fortunate diners, hoping each mouthful will be the last. Instead tickets are issued for the exact number of persons to fill the available seats, after which applicants must take tickets for a meal forty-five minutes later or earlier. Finding the reservation attendant early will give the traveler choice of the first, second, third or fourth "series" of tickets. The agent will visit the compartments later, to be sure, but by that time travelers may have no choice other than to eat what should be a mid-day meal at either ten o'clock or two.

While the tourist waits for the train to start he can observe French railway equipment. He has been struck already by the extremely awkward and steep steps that lead into the coaches. In America such steps would result in a succession of broken legs and necks and endless damage suits, but apparently they cause little inconvenience in France. It is astonishing how any but the most agile of youthful travelers manage to negotiate them.

The coaches on the trains which operate from the chief ports to Paris are now mostly of the corridor type, almost as long as the standard coaches in America, although they are not so high nor so heavy. The corridor extends down one side, while on the other side the space is divided into small compartments, seating six people each. The traveler has looked upon first class, perhaps, as promising a certain amount of luxury; but he is disappointed to find that first class, on boat-trains at least, is little better than the day-coach service in America. There is relative privacy, to be sure, since he has only five traveling companions, but three of these must ride backwards, sitting directly across in their rigid seats necessarily staring at the passengers opposite them. In the American day coach the seats at least all face forward.

Horses Switch Freight Cars in French Railroad Yards

The locomotives are not vastly different from those in America except that most of them are somewhat smaller. One comes to think of these locomotives as much smaller than they are because of their shrill, piping little whistles, like those of steam-shovels in America. The tenders are piled high with large black bricks the size of paving blocks. They are called "briquettes," and from the

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and then announced, "All my subjects who love me will wear black astrakhan hats." For days the guards had a busy time turning away from public buildings all persons who wore turbans.

Taking of Census Disrupted Business

Kabul has between 150,000 and 300,000 people. One can only guess at the population because the one effort at a census failed before the exclusiveness of the Afghan. Rather than tell their names and ages so many Kabul residents either left the city or hid away that business was disrupted and the census was abandoned.

Kabul's flat roof dwellings rise from the banks of the Kabul River nearly 7,000 feet above sea level. The peaks of the Hindu Kush jut into the skyline three times as high not far away. Hence its winters are cold and its summers mild. Its trade flows in three channels: Northward through the Hindu Kush into Central Asia; eastward into India through the Khaibar Pass, and toward Persia by way of Kandahar, to the southwest.

Note: For further information and illustrations see "Everyday Life in Afghanistan" in the National Geographic Magazine for January, 1921.

Bulletin No. 1, February 20, 1928.

Photograph by P. D. Crawford

POST OFFICE ON THE ROAD TO KABUL

Mail and freight go into Afghanistan from India by way of the famous Khaibar Pass. Caravans of camels and mules tediously travel through the dangerous gap under protection of a guard. Airplane service proposed by Russia will reach Kabul from the north. The Soviet has been extending airplane communication to its distant territories. The service to Samarkand will go on to Termez on the border and to Kabul.

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Why the Moon Raises Higher Tides Than the Sun

ALTHOUGH the moon is the chief factor in creating tides, the sun also makes itself felt noticeably in piling up the ocean's waters.*

But the sun is tremendously greater than the moon—more than 27 million times as large: Why does it play a subordinate part to the little moon in tide production?

Distance is one answer, but it is not the whole answer. If the sun were as close to the earth as the moon is, it would pull the earth and its waters some 27 million times as hard as the moon does. But, since distance is such a great reducer of gravitation, the sun's pull on the earth is roughly only 183 times that of the moon.

Sun Has Stronger Pull, but Moon Produces Tides

But the question persists: Why does the moon produce the higher tides when the sun pulls on the earth 183 times as strongly?

The total pull of a body on another, and its tide-producing force, are not the same. The tide on the earth results from the *difference* between the pulls on the center of the earth and on the near and far sides. These are the pulls that tend to separate the waters and the earth and, therefore, to pile the waters up. And it will be seen on close thought that two weak forces that are considerably different, operating one on the earth and one on the waters, can cause a greater separation than two very strong forces that are nearly equal.

Light and gravitation act somewhat alike in that each grows weaker as the source of light or gravitational pull is moved farther and farther away and that both grow weaker very rapidly. The *differences* in gravitational pull on which tides depend can be visualized, therefore, by an experiment with light.

Turn on an electric desk light or other single bulb and hold near it a sheet of ordinary white paper. Hold the paper with one edge toward the light and only 2 or 3 inches away and turn it very slightly so that the light shines along the sheet and illuminates its whole surface. There will be a noticeable difference between the brightness of the light at a point near the close edge and at a point near the far edge.

Moon's Effect Actually Two and One-Half Times That of Sun

Now hold the paper in the same way at a distance of 10 or 12 feet from an even brighter light, or hold it in the daytime at such a distance from a bright window. You know that there is still a difference in the degree of illumination progressing from the near edge to the far edge, but it is so very tiny that you cannot detect it.

The two points on which the sun pulls to make the near tide—the surface of the ocean nearest the moon and the earth's center—are 4,000 miles apart, and this 4,000 miles is a tiny fraction of the earth-to-sun distance, a little over 4/100,000. In the case of the moon this same 4,000 miles is a relatively large fraction of the earth-to-moon distance, 1666/100,000.

*This is the third in a series of bulletins on tides. "The Pull of the Moon, a Force that Helped Flood London," was printed in the Geographic News Bulletins for February 6, and "Why There Are Tides on Both Sides of the Earth at the Same Time," February 13.

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fires built of them pours a sooty, black smoke. In the outer railroad yards are huge artificial mountains of coal dust from which the blocks are pressed.

The coaches do not have automatic couplers of the American type, but are fitted with hand-operated devices in which the slack is adjusted by the turning of a large nut on steel threads. This arrangement is prized highly by Europeans who find the jerks of American couplers in starting and stopping most disconcerting. But the American cannot avoid thinking of toy trains fastened together by thumb-screws.

It is the little gondola freight cars that the tourist passes in the yards, when the train gets under way, that bring the keenest memory of toy train days, however. They look like slightly overgrown farm wagons with their wheels close together near the middle. The wagon illusion is heightened when one sees that much of the switching is accomplished by horses, usually in tandem, which have no difficulty in drawing these little vehicles and their loads.

The Baggage Porters Wait Outside the Car Windows

The windows of French passenger coaches appeal to many passengers as more convenient than those of American cars. They are large, and it does not require the strength of a prize fighter or a football hero to open them. Usually a reasonable tug will lower the large, single glass plate almost out of sight.

These windows, incidentally, figure largely in French travel. Most of the hand baggage moves in and out of them. When a train draws up to the platform of the terminal station, a long line of porters stands in readiness. The generally accepted method is to hand luggage through the windows, noting the badge number of the porter. A traveler grows to prefer this method to the tantalizingly slow procession down an American car aisle.

Bulletin No. 2, February 20, 1928.

Form for Renewal of Bulletin Requests

Many requests for the GEOGRAPHIC NEWS BULLETINS were made for the period ending with this issue. If you desire the Bulletins continued kindly notify The Society promptly. The attached form may be used:

School Service Department,
National Geographic Society,
Washington, D. C.

Kindly send.....copies of the GEOGRAPHIC NEWS BULLETINS for the school year beginning with the issue of....., for classroom use, to

Name .....

Address for sending Bulletins.....

City..... State.....

I am a teacher in.....school.....grade

Enclose 25 cents for each annual subscription.

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When all the values for distance and mass are inserted in the rather formidable equations for the pulls of the moon at the center of the earth and at the surface, and for the pulls of the sun at those two points, it works out that the difference in the moon's pulls is roughly two-and-a-quarter times the difference in the sun's pulls. The moon, therefore, exerts two-and-a-quarter times the tide producing power exerted by the sun.

When Sun and Moon Cooperate We Have Highest Tides

Most of the time the sun and moon are pulling in different directions. But twice each month they pull in the same line. It is then that our coasts have their highest tides.

Theoretically, every star and planet and satellite in the universe raises its separate tide in our oceans. Actually, however, even Jupiter, the greatest of our sister planets, is so far away and, relatively, so small that its influence cannot be detected. To all intents, therefore, it may be said that only the moon, our nearest neighbor in space, and the sun, our most powerful one, have a share in making the earth's tides.

Bulletin No. 3, February 20, 1928.

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AN AUTOMATIC TIDAL INDICATOR

This purely American aid to navigation automatically shows the height of the water at any moment. When the arrows point upward the tide is rising; when downward, it is falling. The index on the scale shows that at the moment when the photograph was taken there was an excess of 1½ feet above the normal level of the water.

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Costa Rica: "Costa Rica: The Banana Station on Lindbergh's Good Will Trip." (Jan. 16, 1928.)
(Ill.) "A Year-Old Coffee Tree." (Jan. 16, 1928.)

SOUTH AMERICA

General: "Many World Areas Still are Unexplored." (Nov. 7, 1927.)
(Ill.) "Parts of Both Americas Still Await a Columbus to Explore Them." (Nov. 7, 1927.)
"What an Amazon Tropical Forest Looks Like from a Hydroplane." (April 11, 1927.)
Argentina: "Changes in the Geography of Meat." (Jan. 23, 1928.)

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Siberia: (Ill.) "Two Russian Gypsies of Irkutsk, Siberia." (Nov. 7, 1927.)
Tibet: (Ill.) "The Devil Wears Skirts, According to the Tibetan Version." (Nov. 21, 1927.)
Trans-Jordan: "The Land of the First Philadelphia." (Oct. 31, 1927.)
Turkey: (Ill.) "A Buffalo-Drawn Disk-Wheel Cart of Anatolia." (April 18, 1927.)
"Hats, the Funniest Things in the World." (Dec. 5, 1927)

AUSTRALIA

Australia: "Australia Plots to Recover 60 Million Acres Captured by the American Prickly Pear." (Feb. 13, 1928.)
"Seaplanes to Bring Hobart, Tasmania, 12 Hours Nearer Australia." (March 7, 1927.)

EUROPE

General: "Changes in the Geography of Meat." (Jan. 23, 1928.)
"The Most Popular Geographic Names." (March 14, 1927.)
"Strange Methods of Advertising." (March 21, 1927.)
"Tipping: A Custom That Varies the World Over." (Nov. 21, 1927.)
"Unmapped Regions of the Old World." (Nov. 7, 1927.)
Albania: "The Border Which Brings the Balkans into the Headlines Again." (May 9, 1927.
Belgium: "Antwerp Seeks To Improve Its Good Fortune." (April 11, 1927.)
"The Most Important Day of the Year in Bruges." (May 2, 1927.)
(Ill.) "Wash Day on a Belgian Canal Barge." (April 11, 1927.)
Czechoslovakia: (Ill.) "Folk-Dancing among the Czechs." (Oct. 24, 1927.)
(Ill.) "A Public School in Prague, Now Known as Praha." (Oct. 24, 1927.)
England: "Bath, England, Honors Its Planner." (Jan. 9, 1928.)
(Diagram.) "Flags of British Dominions." (Dec. 5, 1927.)
(Ill.) "The Former Shakespeare Memorial Theater at Stratford." (Jan. 30, 1928.)
"Girl's Plans Win in Contest for New Shakespeare Theater at Stratford." (Jan. 30, 1928.)
"Odd Ways To Pay Taxes." (March 21, 1927.)
(Ill.) "Sawing Stone for Houses in Bermuda." (April 4, 1927.)
(Ill.) "Ships Chained Ashore in the Harbor of Clovelly, Cornwall." (Feb. 6, 1928.)
"Strange Methods of Advertising." (March 21, 1927.)
(Ill.) "A Typical London Bus." (March 21, 1927.)
"Where Izaak Walton Fished and Wrote Fine Prose." (Dec. 12, 1927.)
"William the Conqueror, Founder of the English Language Empire." (Oct. 24, 1927.)
Esthonia: "Esthonia, a Young Old State." (April 4. 1927.)
France: (Map.) "An Outline Map of the Provinces of France." (Nov. 14, 1927.)
"Correze: Where Chestnuts Come From." (Nov. 14, 1927.)
"Corsica: An Island Jewel of France." (Oct. 24, 1927.)
"France from a Cherbourg-Paris Boat-Train." (March 7, 1927.)
"France's Notion Counter and America's General Store." (Feb. 6, 1928.)
"France To Improve Its Welcome to Americans at Cherbourg." (Feb. 28, 1927.)
(Ill.) "The Famous Arch of Triumph in Paris Beneath Which Is the Tomb of France's Unknown Soldier." (Feb. 20, 1928.)
"Getting Acquainted with French Railroad Trains." (Feb. 20, 1928.)
"Historical Shrines of United States and Canada in France." (Dec. 12, 1927.)
(Ill.) "Interior of a Department Store in Paris, France." (Feb. 6, 1928.)
(Ill.) "On the Famous Roads of France." (March 7, 1927.)
(Ill.) "The Pantheon, a Goal for Tourists in Paris." (March 7, 1927.)
(Ill.) "A Peasant Girl of Normandy." (Oct. 24, 1927.)
(Map.) "Sketch Map Showing Home Towns of Champlain, Jacques Cartier, La Salle and Other French Explorers Who Have Figured in American History." (Dec. 12, 1927.)
(Map.) "Sketch Map Showing the Size and Position of Corsica in Relation to the Mother Country." (Oct. 24, 1927.)
"Strange Methods of Advertising." (March 21, 1927.)
(Ill.) "A Typical Peasant's Bed in the Vicinity of Cherbourg." (Feb. 28, 1927.)
Germany: "Bayreuth, the City That Music Made." (Oct. 31, 1927.)
(Ill.) "Freight Barges and Steamers on the Rhine." (April 11, 1927.)
"Germany and Poland Work for Peace and Understanding in Upper Silesia." (March 28, 1927.)
"Helgoland: Which Progresses from Big Guns to Big Lobsters." (Dec. 19, 1927.)
(Ill.) "Hesse Is the Home of Famous Vineyards." (Jan. 2, 1928.)
"Modern Hesse, from Which the Hessians Did Not Come." (Jan. 2, 1928.)
"The Old Gentleman of the Neander Thal and the Moonlight Sonata." (Dec. 5, 1927.)
(Ill.) "Steel Works at Dortmund in the Ruhr District." (March 28, 1927.)
Greece: "Agora: The Shopping District of Ancient Athens." (March 14, 1927.)
(Ill.) "Harvesting Olives in Greece." (May 9, 1927.)
(Ill.) "The Hermes of Praxiteles." (March 14, 1927.)
"How Swatting the Mosquito Brings Prosperity in Macedonia." (May 16, 1927.)
(Ill.) "A Refugee Home in Macedonia." (May 16, 1927.)
(Ill.) "Rows of Chairs in the Theater of Dionysius below the Acropolis, Athens." (May 9, 1927.)
"A Trip to Delphi Where a Greek Tragedy Will Be Acted in the Ancient Theater." (May 9, 1927.)
"Where Men Wear Skirts." (Nov. 21, 1927.)
Hungary: (Ill.) "A Bit of Saxony Surviving in Transylvania." (March 7, 1927.)
"Italy Gives Hungary Port Rights at Fiume." (May 2, 1927.)
Italy: "Carrara Marks the Graves of American Dead in Europe." (Jan. 30, 1928.)
"Hats, the Funniest Things in the World." (Dec. 5, 1927.)
(Ill.) "Hauling Marble from Carrara's Quarries." (Jan. 30, 1928.)
"Italy Gives Hungary Port Rights at Fiume." (May 2, 1927.)
(Ill.) "The Leghorn Takes Its Name from Livorno, Italy." (Feb. 28, 1927.)
"Livorno, Famous for Chickens and Hats, Expects an Industrial Boom." (Feb. 28, 1927.)
"Northern Italy One of Europe's Language Battle Areas." (Oct. 24, 1927.)
(Ill.) "Rome's Sea-going Hacks Drawn up in the Concourse of St. Peter's." (April 11, 1927.)
"Taxis and Subway Scrap Rome's Sea-going Hacks." (April 11, 1927.)
(Ill.) "A Vender of Wooden Pails and Barrels Having an Afternoon Nap at the Port of Fiume." (May 2, 1927.)
Latvia: (Ill.) "A Primitive Wooden Plow Is Used by Some Latvian Farmers." (April 4, 1927.)
Netherlands: (Ill.) "Airplane View of Amsterdam: The New York of Holland." (Oct. 31, 1927.)
"Amsterdam: The New York of Holland." (Oct. 31, 1927.)
(Ill.) "A View Near Amsterdam Showing Sections of Artificially Drained Land and Windmills." (Oct. 31, 1927.)
Poland: "Galicia: Where Poland's Growing Pains Can Often Be Located." (Nov. 28, 1927.)
(Ill.) "Galician Peasants in Embroidered Leather Jackets." (Nov. 28, 1927.)
"Germany and Poland Work for Peace and Understanding in Upper Silesia." (March 28, 1927.)
Portugal: "The Airplane on the Tagus River." (Nov. 21, 1927.)
(Ill.) "A Sardine Merchant of Lisbon." (Nov. 21, 1927.)
Rumania: (Ill.) "A Bit of Saxony Surviving in Transylvania." (March 7, 1927.)
"Brasov: Where Queen Marie Urges a New Capital for Rumania." (March 7, 1927.)
"Sinaia: Summer Home of Rumania's Boy King." (Oct. 17, 1927.)
Scotland: "Where Men Wear Skirts." (Nov. 21, 1927.)

Corn: (Ill.) "A Corn-Shelling Bee in Yugoslavia." (May 9, 1927.)
"Hues of 1928 Automobiles Are Products of Corn, Cotton and Coal Tar." (Jan. 30, 1928.)
Cotton: (Ill.) "Compressing Cotton for Shipment" (North Carolina). (Nov. 14, 1927.)
"Hues of 1928 Automobiles are Products of Corn, Cotton and Coal Tar." (Jan. 30, 1928.)
"Uganda: A Land of Cotton in Africa." (Dec. 19, 1927.)
Fans: (Ill.) "Fan-Making in Japan: Drying the 'Bones' of the Fan." (March 44, 1927.)
"Fan Industry Booming in China." (March 14, 1927.)
Fish: (Ill.) "A Catch of Menhaden: Another Picture Which Has a Long Geographic Story." (Jan. 2, 1928.)
"Helgoland: Which Progresses from Big Guns to Big Lobsters." (Dec. 19, 1927.)
(Ill.) "A One-Horsepower Machine for Hauling in a Maryland Shad Seine." (Jan. 2, 1928.)
(Ill.) "Operators Packing Sardines: Province of New Brunswick, Canada." (Oct. 31, 1927.)
(Ill.) "An Osaka Goldfish Vender's Wooden Boxes of 'Goods.'" (Feb. 13, 1928.)
(Ill.) "A Sardine Merchant of Lisbon." (Nov. 21, 1927.)
Flour: "A Tuareg Woman Sifting Flour." (April 4, 1927.)
Flowers: (Ill.) "For Years Bermuda Monopolized the Easter Lily Market." (April 4, 1927.)
Glass: "Glass: A Pennsylvania Specialty." (Dec. 19, 1927.)
(Ill.) "Removing the Waste Ends of Glass." (Dec. 19, 1927.)
Gloves: (Ill.) "Kid Gloves from Corsica, Napoleon's Birthplace." (Dec. 5, 1927.)
Grapes: "Modern Hesse, from Which the Hessians Did Not Come." (Jan. 2, 1928.)
(Ill.) "Hesse Is the Home of Famous Vineyards." (Jan. 2, 1928.)
Grass: (Ill.) "Dried Grass Fuel Gathered on Grave Lands, Shanghai." (March 28, 1927.)
Hairnets: (Ill.) "Their Product Reaches the United States through Tientsin Port." (Jan. 23, 1928.)
Hats: (Ill.) "The Corsican Peasants' Grass Hat Closely Resembles the Roman Petasus, Ancestor of the Modern Hat." (Dec. 5, 1927.)
"Hats, the Funniest Things in the World." (Dec. 5, 1927.)
"Livorno, Famous for Chickens and Hats, Expects an Industrial Boom." (Feb. 28, 1927.)
(Ill.) "The Most Picturesque Hat Ever Designed for Men." (Dec. 5, 1927.)
Hemp: (Ill.) "Drying Sisal in Kenya Colony, Africa." (Feb. 28, 1927.)
"In the Yucatan Peninsula, Where Sisal Has Been Made a Public Utility." (Feb. 28, 1927.)
Jute: "Bengal: Where Cholera May Affect American Supply of Gunny Sacks." (Jan. 2, 1928.)
Marble: "Carrara Marks the Graves of America's Dead in Europe." (Jan. 30, 1928.)
(Ill.) "Hauling Marble from Carrara's Quarries." (Jan. 30, 1928.)
Meat: "Changes in the Geography of Meat." (Jan. 23, 1928.)
Metals: "British Guiana, Where Kitchen Cooking Dishes Come from." (Jan. 23, 1928.)
(Ill.) "One Other Use of Bauxite from British Guiana." (Jan. 23, 1928.)
Oil: (Ill.) "An Oil Palm Cone, Source of an Ingredient of American Soap." (Jan. 2, 1928.)
(Ill.) "Another Practice That the Western World Has Learned from China (Tung Oil)." (Dec. 12, 1927.)
"Why Varnish Users in the United States Are Concerned When War Breaks Out in China." (Dec. 12, 1927.)
Olives: "Harvesting Olives in Greece." (May 9, 1927.)
Oysters: (Ill.) "Tonging Oysters in Chesapeake Bay." (Feb. 13, 1928.)
Paints and Varnish: (Ill.) "A Hose Supersedes the Paint Brush." (Jan. 30, 1928.)
"Hues of 1928 Automobiles Are Products of Corn, Cotton, and Coal Tar." (Jan. 30, 1928.)
(Ill.) "Straining His Chinese Back Against the Yangtze Current That You May Have Good Varnish." (Dec. 21, 1927.)
Pear: "Australia Plots to Recover 60 Million Acres Captured by the American Prickly Pear." (Feb. 13, 1928.)
(Ill.) "The Prickly Pear Is Not an Unwelcome Guest in Sardinia." (Feb. 13, 1928.)
Pearls: "Bahrein, the 'Pearl' of the Persian Gulf, before the League of Nations." (Feb. 6, 1928.)
"Scientists Seek Source of Lower California's Lost Prosperity." (Jan. 23, 1928.)
(Ill.) "Seeking Pearls in Oysters from the Ceylon Banks." (Feb. 6, 1928.)
(Ill.) "Up for Air: Note the Clamps on the Pearl Diver's Nose." (Feb. 6, 1928.)
Rubber: (Ill.) "A Forest of Plantation Rubber in the Straits Settlements." (Feb. 13, 1928.)
"The Malay States: Home of Rubber and Tin." (March 14, 1927.)
"The Man Who Changed the Geography of Rubber." (Feb. 13, 1928.)
(Ill.) "To the Amazon Jungle the World Looked for Its Rubber Supply 20 Years Ago." (Feb. 13, 1928.)
Salt: (Ill.) "A Mound of Salt at Porto Vecchio, Corsica." (Oct. 24, 1927.)
Sewing Machines: (Ill.) "Bringing a Western Sewing Machine to the Harem: Casablanca." (May 9, 1927.)
Sharks: (Ill.) "A 14-Foot Man-Eating Shark Provides a Feast for a Malay Crew." (Jan. 9, 1928.)
"The Useful Shark." (Jan. 9, 1928.)
Soap: (Ill.) "Chairs and Soap in the Raw." (April 25, 1927.)
Steel: (Ill.) "Steel Works at Dortmund in the Ruhr District." (March 28, 1927.)
Steers: (Ill.) "The Cuts of a Modern Beef Steer, a Product of Intensive Breeding." (Jan. 23, 1928.)
(Ill.) "Old Geronimo Was One of the Last of the 'Texas Longhorns' Which Have Been Superseded by More 'Beefy' Steers." (Jan. 23, 1928.)
Stone: (Ill.) "Sawing Stone for Houses in Bermuda." (April 4, 1927.)
Sugar Cane: (Ill.) "Crushing Sugar Cane in a Cuban Mill." (Jan. 30, 1928.)
Tea: (Ill.) "Tea Pickers of Japan." (April 18, 1927.)
Timber: (Ill.) "Gathering North Carolina's Third Richest Crop." (Nov. 14, 1927.)
Tin: "The Malay States: Home of Rubber and Tin." (March 14, 1927.)
"Tin, the Only Important Metal Which the United States Does Not Produce." (April 25, 1927.)
Tobacco: "The Rhodesias Take a Leaf Out of America's Book." (Nov. 28, 1927.)

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Advertising: "Strange Methods of Advertising." (March 21, 1927.)
(Ill.) "A Typical London Bus." (March 21, 1927.)
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(Ill.) "The Foot That Plies the Pump Controls the Crop in Many Parts of China." (April 25, 1927.)
(Ill.) "Freeing Mandioca of Its Poison." (May 9, 1927.)
(Ill.) "Harvesting Olives in Greece." (May 9, 1927.)
(Ill.) "Haystacks Tied to Trees in the Paddy Field of a Szechwan Farm." (April 25, 1927.)
Anthropology: "The Old Gentleman of the Neander Thal and the 'Moonlight Sonata.'" (Dec. 5, 1927.)
Art: (Ill.) "A Bit of Saxony Surviving in Transylvania." (March 7, 1927.)
"The Geography in a Japanese Print." (Dec. 5, 1927.)
(Ill.) "The Hermes of Praxiteles." (March 14, 1927.)
(Ill.) "Mt. Fuji, the Inspiration for Many Japanese Artists." (Dec. 5, 1927.)
Beds: (Ill.) "A Typical Peasant's Bed in the Vicin.ty of Cherbourg." (Feb. 28, 1927.)
Boats: (Ill.) "Another Practice That the Western World Has Learned from China." (Dec. 12, 1927.)
(Ill.) "Freight Barges and Steamers on the Rhine." (April 11, 1927.)
(Ill.) "Singapore, like Canton, Has a Chinese Boat Colony." (March 14, 1927.)
Boundaries: "The Border Which Brings the Balkans into the Headlines Again." (May 9, 1927.)
"Germany and Poland Work for Peace and Understanding in Upper Silesia." (March 28, 1927.)
"London Decision Doubles Area of Labrador." (March 28, 1927.)
(Map.) "The New and Old Boundaries of Labrador." (April 4, 1927.)
"Unscrambling Russian Asia's Scrambled Geography." (Nov. 28, 1927.)
Buildings: (Ill.) "The Chilean White House, Santiago, Where the American Flyers Will Be Received." (Feb. 28, 1927.)
(Ill.) "A Former Capitol of the United States." (Jan. 30, 1928.)
(Ill.) "The Pantheon, a Goal for Tourists in Paris." (March 7, 1927.)
(Ill.) "The Principal Landmark of Hyderabad, India." (April 25, 1927.)

Brazil: (Ill.) "Freeing Mandioca of Its Poison." (May 9, 1927.)
(Ill.) "The Hydroplane Reveals an Indian Hut Concealed in the Dense Jungle of the Amazon Valley Tropical Forests." (April 11, 1927.)
(Ill.) "Indians Inspecting a Hydroplane on a Tributary of the Amazon." (April 11, 1927.)
"The Man Who Changed the Geography of Rubber." (Feb. 13, 1928.)
"The Mystery of Poison Darts in the Amazon Valley." (May 9, 1927.)
(Ill.) "To the Amazon Jungle the World Looked for its Rubber Supply 20 Years Ago." (Feb. 13, 1928.)

British Guiana: (Ill.) "An Obscure and Isolated Wonder of the World: Kaieteur, British Guiana." (Jan. 23, 1928.)
"British Guiana, Where Kitchen Cooking Dishes Come From." (Jan. 23, 1928.)
(Ill.) "One Other Use of Bauxite from British Guiana." (Jan. 23, 1928.)

Chile: (Ill.) "The Chilean White House, Santiago, Where the American Flyers Will be Received." (Feb. 28, 1927.)
"Santiago, 'Good Will' Flyers' Last Capital Before Rounding South America." (Feb. 28, 1927.)
(Ill.) "Selling Chile's National Flower, the Copihue." (Feb. 28, 1927.)

Colombia: (Ill. "An Alligator Caught on the Magdalena River." (Nov. 28, 1927.)
(Map.) "Map of The Republic of Colombia." (Nov. 28, 1927.)
"Why Bogota Gives Thanks for the Airplane." (Nov. 28, 1927.)

Paraguay: "American Religious Sect Finds a New Home in Paraguay." (Jan. 16, 1928.)
(Ill.) "Son of a Paraguayan Gaucho or Cowboy." (Jan. 16, 1928.)

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"Commander Byrd Tells of Plans for Antarctic Explorations." (Jan. 16, 1928.)
(Ill.) "Halted by Fog and Pack Ice in Melville Bay." (March 21, 1927.)
"A Landlubber Goes Exploring." (March 21, 1927.)
(Ill.) "Rolling a Walrus onto a Rock at Low Tide." (May 16, 1927.)
(Ill.) "Some Citizens of the Antarctic Continent (Penguins)." (Jan. 16, 1928.)
(Ill.) "Table Manners in the Arctic." (May 16, 1927.)

Greenland: "The Mighty Eater of Etah, Dean of an Eskimo Village." (Nov. 14, 1927.)
(Ill.) "Noo-Ka-Ping-Wa and His Harpoon Trophy." (Nov. 14, 1927.)

Iceland: "Iceland To Heat House of Parliament with Hot Springs." (March 7, 1927.)
(Ill.) "Not Porcupines but Iceland Ponies Bringing Home the Hay." (March 7, 1927.)

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Azores: "The Azores: Where Flyers Alight and Cables Radiate." (Nov. 7, 1927.)
(Ill.) "The Typical Thick-Walled, Thatch-Roofed Country House of the Azorean Peasant: Note the Corn Stack to the Left." (Nov. 7, 1927.)

Baffin Island: "Baffin Island; Where an American Expedition Hopes To Penetrate Unexplored Regions of the Far North." (May 16, 1927.)

Bahrein: "Bahrein, the 'Pearl' of the Persian Gulf, Before the League of Nations." (Feb. 6, 1928.)

Bermuda: "Bermuda Contracts for First Railroad Line." (April 4, 1927.)
(Ill.) "For Years Bermuda Monopolized the Easter Lily Market." (April 4, 1927.)
(Ill.) "Sawing Stone for Houses in Bermuda." (April 4, 1927.)

Ceylon: (Ill.) "Seeking Pearls in Oysters from the Ceylon Banks." (Feb. 6, 1928.)

Corsica: "Corsica: An Island Jewel of France." (Oct. 24, 1927.)
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(Ill.) "Kid Gloves from Corsica, Napoleon's Birthplace." (Dec. 5, 1927.)
(Ill.) "A Mound of Salt at Porto Vecchio, Corsica." (Oct. 24, 1927.)
(Ill.) "Piles of Cork-Oak, Neatly Trimmed, Ready for Baling; Bonifacio, Corsica." (Oct. 24, 1927.)
(Ill.) "Sketch Map Showing the Size and Position of Corsica in Relation to the Mother Country. (Oct. 24, 1927.)

Cuba: "Cuba: Host to President Coolidge, Lindbergh and Pan American Conference." (Jan. 30, 1928.)
(Ill.) "Crushing Sugar Cane in a Cuban Mill." (Jan. 30, 1928.)
(Map.) "A Map of Cuba and the Neighboring Bahama Islands." (Jan. 30, 1928.)

East Indies: "Borneo: Where Head-Hunting Still Survives." (April 25, 1927.)
(Ill.) "Sarawak (Borneo) Society Occupying a Ring-Side Seat at a Cock-Fight." (April 25, 1927.)
(Ill.) "New Guinea, Where 'Bread' Grows Overhead." (Jan. 16, 1928.)
"New Guinea: Where 'No Tickee, No Washee,' May Be Good English." (Jan. 16, 1928.)

Elba: "Elba, Napoleon's Island, Loses Treasures." (Dec. 5, 1927.)

Gottland: "Gottland Island, Sweden's Baltic Sicily." (Feb. 6, 1928.)

Helgoland: "Helgoland: Which Progresses from Big Guns to Big Lobsters." (Dec. 19, 1927.)

Iceland: "Iceland to Heat Houses of Parliament with Hot Springs." (March 7, 1927.)

Newfoundland: "Newfoundland: Senior Colony of Great Britain." (Oct. 31, 1927.)

New Zealand: (Ill.) "Maori Warriors Rehearsing a Haka, or War Dance." (April 11, 1927.)
"Wellington Again Plays Hostess for New Zealand." (April 11, 1927.)

Philippine Islands: "Baguio: One Residence of the New Governor of the Philippines." (Jan. 16, 1928.)
(Ill.) "Ilongot Native of the Philippines Rehearsing an Old-Time War Dance." (Jan. 16, 1928.)
(Ill.) "Where Boys and Girls Go to School in the Philippines." (Jan. 16, 1928.)

Sardinia: (Ill.) "Making Corks in Sardinia." (March 14, 1927.)
(Ill.) "The Prickly Pear Is Not an Unwelcome Guest in Sardinia." (Feb. 13, 1928.)
"Sardinia Adds a New Chapter to Its Romantic History." (March 14, 1927.)
(Ill.) "Snails for Sale." (March 14, 1927.)

Tasmania: (Ill.) "Hobart and Mount Wellington: Tasmania." (March 7, 1927.)
"Seaplanes To Bring Hobart, Tasmania, 12 Hours Nearer Australia." (March 7, 1927.)

West Indies: (Ill.) "A Haitian Woman Riding Side Saddle." (Feb. 6, 1928.)
(Ill.) "A Sheath Gown in Caguas (Porto Rico)." (Oct. 17, 1927.)
"Santo Domingo: Site for Columbus Lighthouse." (Feb. 6, 1928.)

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Beans: (Ill.) "Cleaning Cacao Beans, the Raw Materials of Cocoa." (May 2, 1927.)

Beef: (Ill). "The Cuts of a Modern Beef Steer, a Product of Intensive Breeding." (Jan. 23, 1928.)

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Cattle: (Ill.) "Typical Scene in the Stock Yards, Chicago." (Jan. 23, 1928.)

Chestnuts: "Correze: Where Chestnuts Come From." (Nov. 14, 1927.)

Chocolate: "The Ibos of Nigeria, Who Help Supply Us with Chocolate." (Jan. 23, 1928.)

Clocks: (Ill.) "The Amir's Clock Tower in Kabul, Constructed by Europeans in 1913." (April 4, 1927.)

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Cork: (Ill.) "A Cork-Stripper at Work." (Oct. 17, 1927.)
(Ill.) "Making Corks in Sardinia." (March 14, 1927.)
(Ill.) "Piles of Cork-Oak, Neatly Trimmed, Ready for Baling; Bonifacio, Corsica." (Oct. 24, 1927.)
"The Story of Cork." (Oct. 17, 1927.)

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(Ill.) "Noo-Ka-Ping-Wa and His Harpoon Trophy." (Nov. 14, 1927.)
(Ill.) "Pathans from Afghanistan Have Populated Parts of Northwest India." (Feb. 20, 1928.)
(Ill.) "A Shepherd of Bethlehem Piping on His Handmade Flute." (Dec. 19, 1927.)
(Ill.) "Son of a Paraguayan Gaucho or Cowboy." (Jan. 16, 1928.)
(Ill.) "Two Russian Gypsies of Irkutsk, Siberia." (Nov. 7, 1927.)
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"A New Sultan Proclaimed in a New Morocco." (Dec. 19, 1927.)

Schools: (Ill.) "On a Noisy Road to Knowledge." (Nov. 14, 1927.)
(Ill.) "A Public School in Prague, Now Known as Praha." (Oct. 24, 1927.)
(Ill.) "Where Boys and Girls Go to School in the Philippines." (Jan. 16, 1928.)

Ships: "Old Ironsides: 'The Ship That Was a Navy.'" (May 16, 1927.)
(Ill.) "Ships Chained Ashore in the Harbor of Clovelly, Cornwall." (Feb. 6, 1928.)
(Ill.) "U. S. Frigate 'Constitution' Popularly Known as 'Old Ironsides.'" (May 16, 1927.)

Sports: (Ill.) "A Bull Fight in the Village of North Spain." (March 7, 1927.)
"Osaka: Terminus of Japan's First Airplane Passenger Service." (wrestling). (Feb. 13, 1928.)

Statues: (Ill.) "De Lesseps Stands on an Ever-Lengthening Breakwater at Port Said." (April 4, 1927.)

Stock Yards: (Ill.) "Typical Scene in the Stock Yards, Chicago." (Jan. 23, 1928.)

Stores: (Ill.) "Interior of a Department Store in Paris, France." (Feb. 6, 1928.)

Temples: "Earthquake Isolates Jerusalem's Wailing Place." (Nov. 14, 1927.)

Theaters: "Girl's Plans Win in Contest for New Shakespeare Theater at Stratford." (Jan. 30, 1928.)
(Ill.) "The Former Shakespeare Memorial Theater at Stratford." (Jan. 30, 1928.)
(Ill.) "Rows of Chairs in the Theater of Dionysius below the Acropolis, Athens." (May 9, 1927.)
"A Trip to Delphi Where a Greek Tragedy Will Be Acted in the Ancient Theater." (May 9, 1927.)

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Travel: "By Automobile to Monterey, the Chicago of Mexico." (March 28, 1927.)
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"A Landlubber Goes Exploring." (March 21, 1927.)

Walls: "China's Great Wall, Man's Mightiest Structure." (Nov. 14, 1927.)

Wells: (Ill.) "Near Sychar Is Jacob's Well, Its Depth Indicated by the Length of the Rope." (Oct. 31, 1927.)

Wheelbarrows: (Ill.) "Dock Workers with Their Peculiar Wheelbarrows at Shanghai." (March 28, 1927.)

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(Ill.) "And There Were in the Same Country Shepherds Abiding in the Fields, Keeping Watch over Their Flocks by Night." (Dec. 19, 1927.)
(Ill.) "A Yak Caravan Waiting To Be Loaded." (March 21, 1927.)

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Fowls: (Ill.) "The Leghorn Takes Its Name from Livorno, Italy." (Feb. 28, 1927.)

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Rivers: "The Airplane on the Tagus River." (Nov. 21, 1927.)
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AN AMERICAN MOGUL ENGINE

A locomotive of this size would attract much attention in France where engines about half as large are in constant use. Geography has played its part in making French railroad equipment different from that of America. Heavy grades which American engines must pull are not so prevalent in France. Because the producers are close to markets or seaports they have not needed large freight cars or long trains and consequently France does not order huge locomotives (see Bulletin No. 2).